Research Report
KTC-89-36

ACCIDENTS INVOLVING VEHICLES PARKED ON SHOULDERS OF LIMITED ACCESS HIGHWAYS

by

Kenneth R. Agent
Transportation Research Engineer

and

Jerry G. Pigman
Transportation Research Engineer

University of Kentucky
College of Engineering
Lexington, Kentucky

in cooperation with
Kentucky Transportation Cabinet
Commonwealth of Kentucky

and
Federal Highway Administration
U.S. Department of Transportation

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COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
FRANKFORT, KENTUCKY 40622

MILO D. BRYANT
SECRETARY
AND
COMMISSIONER OF HIGHWAYS

WALLACE G. WILKINSON
GOVERNOR

October 31, 1989

Mr. James W. Hilborn, III
Acting Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, Kentucky 40601

SUBJECT: IMPLEMENTATION STATEMENT - Research Study; "Accidents Involving Vehicles Parked on Shoulders of Limited Access Highways,"(KYHPR-84-108-14)

Dear Mr. Hilborn:

A study has been completed to quantify the extent of the problem of accidents involving vehicles on shoulders of limited access highways. Accident data for a three-year period (1985-1987) were collected along with a survey of vehicles stopped on shoulders of interstates and parkways. While the number of shoulder-related accidents did not represent a high percentage of accidents, the severity of the accidents indicate a problem exists which should be addressed. Recommendations were made for a series of countermeasures and the following will be implemented for interstates and parkways:

1) Regulatory signs restricting parking on shoulders will be placed in areas of high frequency stops (near rest areas and interchanges).

2) The Kentucky Transportation Cabinet will recommend that a procedure be implemented by the Kentucky State Police to investigate all vehicles stopped on shoulders and make arrangements to have the vehicles removed.

3) The Kentucky Transportation Cabinet will consider uniform utilization of the standard design for rumble strips on shoulders of interstates and parkways to provide a warning to drivers when their vehicle leaves the roadway.

4) Pursue a program to increase public awareness of the hazards associated with parking a vehicle on the shoulder and the risk of being towed if a vehicle is left unattended.

5) The Kentucky Transportation Cabinet will recommend that KRS 189.450 be amended to reduce the number of hours a disabled vehicle may remain on the shoulder of a state-maintained highway from 24 to 12 hours and to reduce the number of hours a vehicle may be left upon the right-of-way but off the driving lane or shoulder of a state highway from 15 to 7 consecutive days before it is presumed to be an abandoned vehicle.

Sincerely,

O. G. Newman, P. E.
State Highway Engineer

Technical Report Documentation Page

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16. Abstract

This study was conducted to quantify the extent of the problem of accidents involving vehicles on shoulders of limited access highways. Accident data for a three-year period (1985-1987) were collected along with a survey of vehicles stopped on the shoulder on interstates and parkways.

While the percentage of all accidents on interstates and parkways involving a vehicle on the shoulder is small (1.8 percent), the percentage of fatal accidents involving a vehicle on the shoulder is significant (11.1 percent). The accident data revealed that the majority of shoulder vehicles had stopped for an emergency stop as opposed to a leisure stop with a large number involving an abandoned vehicle. The most common reason for stopping was a mechanical failure. Tractor-trailers were overrepresented in shoulder accidents. An unusually high percentage occurred in the time period of midnight to 6 a.m. The major contributing factors were alcohol involvement and the driver on the mainline falling asleep.

Two types of observational surveys were taken. One survey represented what a driver would observe while driving from one point to another on an interstate or parkway. It indicated that a driver would pass (in his direction of travel) an average of about one vehicle on the shoulder every eight miles on an interstate and every 17 miles on a parkway. The second survey was conducted in a circular route such that almost all stops would be observed. The highest percentage of stops were over one hour in length.

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INTRODUCTION

Stopping or parking on the shoulder of a highway with the associated hazard of entering and leaving the traveled lanes has been recognized as a cause of traffic accidents. This study was conducted to quantify the extent of the problem of accidents involving vehicles on shoulders of limited access highways. Accident data were collected along with a survey of vehicles stopped on the shoulder on interstates and parkways. The objectives of the study were to: 1) determine if an accident problem existed involving vehicles on the shoulder of the road, 2) identify locations having the highest frequency of parked vehicles and/or accidents involving these vehicles, 3) survey the number of vehicles using the shoulder, and 4) make recommendations to reduce the frequency of usage and the number of accidents involving vehicles parked on shoulders.

PROCEDURE

Data collection was in two areas. One involved the collection of accident data. Accident data were collected for a three-year period (1985-1987) on all interstates and parkways in Kentucky. This included a total of about 735 miles of interstates and 566 miles of parkways. Accident records were manually searched to obtain related accidents. An accident was included if it involved a vehicle stopped on the shoulder, a vehicle entering or exiting the shoulder, an occupant from a vehicle stopped on the shoulder, a vehicle moving on the shoulder, or if the accident was caused by a vehicle on the shoulder even though that vehicle was not actually involved.

The second area involved an observational survey of vehicles stopped on the shoulder of interstates and parkways. Vehicles entering or exiting the shoulder were also included. Observations were made while driving the mainline and ramps were not typically included. Exceptions were vehicles parked at the merge area shoulder between mainline and ramps; and when traveling from one mainline to another. The result would be the inclusion of only a few ramps. In addition, no data were collected for vehicles parked in rest areas or weigh stations. The surveys were conducted while driving; therefore, no direct contact was made with the drivers of the vehicles stopped on the shoulder. For each vehicle observed on the shoulder, information was collected concerning its location, direction, vehicle type, and an opinion concerning the reason for the vehicle using the shoulder. Most of the surveys were conducted for the purpose of recording the number of vehicles on the shoulder that would be encountered while travelling from one point to another on an interstate or parkway. This type of survey would not result in observing most vehicles which stopped for only a short period. A second type of survey was conducted by driving a short circular route such that most vehicles that stopped could be recorded. The non-circular path data were collected during the time period from July 1988 through December 1988; therefore including a wide variety of weather and travel conditions. The circular path data were collected in January 1989; however, the weather during that month was relatively mild for winters in Kentucky. However, the normal level of travel in January would typically be less than most other months and the number of leisure stops would probably be less.

RESULTS

Accidents

The number of accidents obtained from accident records involving a vehicle on the shoulder is shown in Table 1. A manual search of all accidents occurring on interstates and parkways for the three-year period of 1985 through 1987 was conducted. A total of 424 accidents was located. This represents 1.8 percent of all accidents on interstates and parkways. The large majority of the accidents were on interstates (389 accidents). There are more miles of interstate highways (about 735 miles) than parkways (about 566 miles) in Kentucky. Also, the traffic volume is much higher on interstates compared to parkways. The percentage of all accidents involving a vehicle on the shoulder was similar for interstates and parkways (1.8 percent for interstates and 1.6 percent for parkways). The accident rate for accidents involving a vehicle on the shoulder was 1.9 accidents per 100 million vehicle miles (ACC/100 MVM) considering both interstates and parkways. The rate was substantially higher on interstates (2.0 ACC/100MVM) compared to parkways (1.3 ACC/100 MVM).

The majority of accidents involved a vehicle actually stopped on the shoulder (71 percent). The next most common accident involved a vehicle pulling from the shoulder back onto the main roadway (14 percent). The third most common accident was a secondary accident in which a vehicle on the shoulder was not actually involved (5.7 percent). This type of accident typically would occur when a vehicle would pull from the shoulder and a vehicle on the mainline would be involved in an accident while making an evasive maneuver to avoid the shoulder vehicle. Smaller numbers of accidents were noted for vehicles pulling onto the shoulder (4.0 percent), a motorist outside the vehicle (3.3 percent), and a vehicle moving on the shoulder (2.6 percent). There was no general upward or downward trend in this type of accident over the three-year study period although the largest number of this type of accident occurred in 1985.

The severity of accidents involving a vehicle on the shoulder is shown in Table 2. Of the 424 accidents, 22 involved a fatality, 155 were injury, and 247 were property-damage-only. The 22 fatal accidents represent 11.1 percent of all fatal accidents on interstates and parkways during the three-year period while the 155 injury accidents were 2.8 percent of all injury accidents. A total of 26 fatalities and 296 injuries resulted from these accidents. Of the 296 injuries, 100 were classified as incapacitating, 112 were classified as non-incapacitating, and 84 were classified as a possible injury. The most severe accident type was the pedestrian accident involving a motorist outside a stopped vehicle. The second most severe accident type involved a vehicle stopped on the shoulder.

Most of the injuries occurred to occupants of the mainline vehicle. Of the 26 fatalities, 20 involved an occupant of the mainline vehicle. Also, 84 percent of the incapacitating injuries and 68 percent of all injuries were associated with the mainline vehicle.

The narrative description and accident diagram given on the police report were reviewed to determine if the reason for stopping on the shoulder could be

determined. As shown in Table 3, the reason for stopping was determined in about 63 percent of the accidents. When the broad categories given in Table 3 are considered, it is clear that the reason for most stops (using the accident data base) involved what was classified as an emergency situation. A much smaller percentage involved what was classified as a leisure activity while an even smaller percentage involved a work vehicle.

A more detailed explanation for stopping is given in Table 4. The most common explanation was mechanical failure. A large number of abandoned vehicles would also fall into this category. Other common emergency explanations for stopping were: 1) stopping for or being involved in another accident, 2) police vehicle stopping a vehicle, 3) tire problem, 4) bad weather such as heavy rain, and 5) assist another driver. The most frequently mentioned leisure explanations were: 1) resting, 2) sleeping, 3) changing drivers, and 4) looking at a map. There were instances where the probable reason for stopping would be related to leisure but a sufficient explanation was not given. For example, a number of accidents involved a tractor trailer stopped near the end of an on-ramp. In many instances this is done when the driver rests but this could not be classified as a leisure stop unless sufficient information was available.

Various characteristics of the accidents involving a vehicle on the shoulder were summarized and compared to all statewide accidents (Table 5). When the type of vehicle involved was considered, it was determined that the percentage of tractor trailers involved in shoulder accidents was much higher than for all statewide accidents. Considering all accidents, about two percent of all vehicles are tractor trailers. For shoulder accidents, about 25 percent of the vehicles on the shoulder were tractor trailers and about 21 percent of the mainline vehicles were tractor trailers. The percentage of single unit trucks involved in shoulder accidents was also somewhat higher than statewide but not to the extent as determined for tractor trailers. The percentage of tractor trailers involved as the shoulder vehicle increased during nighttime hours. About 37 percent of the vehicles on the shoulder were tractor trailers in accidents occurring between 9 p.m. and 6 a.m. as compared to 25 percent for all hours of the day.

When light condition and time of accident were analyzed, it was determined that a much higher percentage of shoulder accidents occurred during darkness, especially during early morning hours, compared to all accidents. About 36 percent of shoulder accidents occurred during darkness when there was no roadway lighting (compared to about 12 percent statewide). The hours when the percentage of shoulder accidents were much higher than for all accidents were between midnight and 6:00 a.m. when about 25 percent of shoulder accidents occurred compared to about 7 percent of all accidents. Conversely, the hours when the percentage of shoulder accidents were much lower than for all accidents were between noon and 6:00 p.m.

The severity of shoulder accidents was determined to be substantially higher than that for all accidents. Approximately five percent of shoulder accidents involved a fatality with another 36 percent involving an injury.

When contributing factors relating to the driver (as listed on the police report) were considered, it was determined that shoulder accidents had a higher percentage of accidents involving alcohol or drugs and accidents in which a driver fell asleep or lost consciousness compared to all accidents. The most common contributing factors were alcohol involvement and the driver falling asleep. The alcohol involvement was almost always related to the driver of the mainline vehicle. These factors would likely be related to the high percentage of late night and early morning accidents. Vehicular factors were not typically listed as a contributing factor. Slippery surface was listed as an environmental contributing factor more often than for all accidents.

A much higher percentage of shoulder accidents were determined to occur under snow and ice conditions compared to all accidents. This would explain the high percentage of shoulder accidents which occurred in January and February.

When roadway character was considered, it was determined that a higher percentage of shoulder accidents occurred on straight sections having a grade compared to all accidents and a lower percentage on curves and straight and level sections.

The number of shoulder accidents was summarized by highway as shown in Table 6. The largest number of accidents was on the longer and higher volume interstates with I 75 having the highest number followed by I 65 and I 64. Sections of interstates within certain counties having the highest number of accidents are identified in Table 7. The high volume section of I 75 in northern Kentucky (Kenton and Boone Counties) had the highest number of accidents. Shoulder accidents were also prevalent on other sections of I 75 and on I 65 in counties having heavy volumes of traffic.

A listing of the shoulder accidents was made with the accidents sorted by route and milepoint. This list was reviewed to determine if locations having high numbers of accidents could be identified. A list of locations having four or more accidents within a one-mile section is given in Table 8. Thirteen sections were identified. The shoulder accidents were generally scattered. The section of road having the highest concentration of this type of accident was I 75 from milepoint 180 to milepoint 191. This is a high-volume section of interstate between the US 42 interchange and the Ohio border in northern Kentucky. This section of I 75 had 47 accidents in a 11.6-mile section with an accident rate of 4.5 ACC/100MVM. This rate is substantially higher than the overall rate for shoulder accidents. The locations of rest areas, interchanges, and toll plazas were noted and compared with the location of the accidents. While there were some accidents at these locations, there was no trend or high percentage of accidents at this type of location.

The age and sex of the drivers involved in the shoulder accidents were compared to statewide statistics (Table 9). There was a lower percentage of teenage drivers involved in shoulder accidents, while the percentage of male drivers was higher for shoulder accidents. The age and sex distribution of the driver of the mainline and the shoulder vehicle were very similar for the shoulder accidents.

Surveys of Stopped Vehicles

Three types of analyses were conducted using the data collected for vehicles stopped on the shoulder. For each survey, the date, route, starting time, and ending time were noted. The first type of analysis involved summaries of the number of vehicles stopped per mile as a function of several variables. This analysis used the data collection procedure to represent what a driver would observe while driving from one point to another on an interstate or parkway.

The second type of analysis involved summarizing the information collected for each vehicle. For each vehicle, the vehicle type and an opinion concerning the reason for stopping on the shoulder were noted. An opinion was given as to whether the reason the vehicle had stopped should be classified into emergency, leisure, work, or unknown categories. In some instances, such as a flat tire, the reason for the stop was obvious. However, in many cases, the reason was not obvious and a subjective opinion was given. For example, a vehicle was classified as abandoned if no occupants were observed when driving past the vehicle. If the vehicle had engine problems and was then abandoned, the stop should be classified as an emergency. However, if there was no evidence of any problem, the stop was classified as unknown reason.

The third type of analysis used data collected by driving a short section of interstate in a circular route for a period of time.

A summary of the surveys giving the average number of vehicles stopped per mile on the shoulder is given in Table 10. This summary represents over 8,000 miles of observations. These observations were made as a vehicle was driven along a section of road (not in a circular path). The data represent what a driver would encounter when driving from one point to another on an interstate or parkway. Obviously, most vehicles that stopped for only a short period would not be observed unless the stop coincided with the data collection. Using this procedure, data were not collected on the length of the stop. When the route was considered, the number of vehicles stopped per mile was higher on interstates than on parkways. The data show that, on the average, a driver would encounter one shoulder vehicle per eight miles on an interstate compared to 17 miles on a parkway (in the vehicle's direction of travel). The difference would be related to the higher traffic volumes on interstates. The number of vehicles stopped per mile was very similar for daylight and darkness conditions. When day of the week was considered, the highest rates were observed for Tuesday, Wednesday, and Thursday. There was not a large variation determined when starting time was considered but the period of noon to 4 p.m. had the highest rate.

A summary of individual vehicle data from the surveys is presented in Table 11. A total of 1,565 vehicles stopped on shoulders was observed. The largest percentage of vehicles were automobiles (65.1 percent). The next highest percentage was tractor-trailers (22.6 percent) followed by single-unit trucks (11.1 percent). About one-third of the stops were classified as leisure in nature with approximately 20 percent of the stops classified as emergency. There were a large number of stops categorized as unknown (31.3 percent). These stops were associated with an abandoned vehicle where no one was present around the vehicle and it was not

obvious whether the stop was leisure or emergency. The remainder of the stops were classified as work related. This percentage of leisure stops was much higher than that determined from the accident data. A reason would be that the narrative contained in the accident report gave an explanation of the reason for abandoning the vehicle in many instances while much more subject judgment was involved when determining the reason for a stop during observational surveys. A comment was typically noted related to the vehicle on the shoulder. It was determined that one-third of all the vehicles observed on the shoulder were abandoned. Most of the work vehicles were Department of Highways (DOH) vehicles. When the type of vehicle was related to the reason for stopping, it was determined that the percentage of leisure-related stopping was much higher for tractor trailers than automobiles (Table 12). The percentage of leisure and emergency stops for automobiles was almost identical. When the type of vehicle was related to lighting conditions, it was shown that the percentage of vehicles on the shoulder classified as tractor trailers was higher during the nighttime (Table 13).

Three sections of interstate were used for the circular route surveys. Data between adjacent interchanges were collected. Two sections were 16 miles in length while one was 14 miles long. Data were collected for two days during daylight and during one nighttime period for each location. A total of about 29 hours of daytime data and 12 hours of nighttime data were collected. Two observers drove separate vehicles in the circular path. Given the short section length and the use of two vehicles, it was felt that all but a few very short stops on the shoulder would be observed.

A summary of the locations and times for the circular route surveys along with the number of vehicles observed is presented in Table 14. Using an estimate that approximately one-half the average daily traffic (ADT) would travel during the survey periods, the number of stops per million vehicle miles (MVM) was calculated. The stops/MVM ranged from about 260 on I 75 from milepoint 90 to 104 to approximately 320 on I 64 from milepoint 53 to 69 to about 510 on I 75 from milepoint 120 to 136. The high number of stops at one I 75 location was related to trucks stopped near a rest area and a weigh station.

The types of vehicles observed during the circular path surveys is given in Table 15. As shown previously in Table 11, the highest percentage was for automobiles with a high percentage of tractor trailer trucks. The percentage of trucks determined from these surveys was higher than that shown in Table 11. The percentage of tractor trailer trucks was extremely high at night.

The length of stop observed during the circular route surveys is summarized in Table 16. The categories used were under 20 minutes, 20 to 60 minutes, and over 60 minutes. The largest percentage (about one-half of the stops) were over 60 minutes. These stops would be the emergency stops and the longer leisure stops typically when the driver would be sleeping.

SUMMARY

While the percentage of all accidents on interstates and parkways involving a vehicle on the shoulder is small (1.8 percent), the percentage of fatal accidents involving a vehicle on the shoulder is significant (11.1 percent). The most common type of accident involved a vehicle stopped on the shoulder with the second most common type involving a vehicle pulling from the shoulder. An analysis of the accident data revealed that the large majority of shoulder vehicles had stopped for an emergency stop as opposed to a leisure stop. A large number of the accidents involved a collision with an abandoned vehicle. The most common reason for stopping, as determined by reviewing the accident reports, was related to a mechancial failure. Tractor trailers were determined to be overrepresented in shoulder accidents when compared to all accidents. About 25 percent of vehicles on the shoulder were tractor trailers compared to two percent of all vehicles involved in an accident. The percentage of shoulder accidents occurring during darkness where the highway was not lighted was much higher for shoulder accidents compared to all accidents. The period of midnight to 6 a.m. had a much higher percentage of shoulder accidents compared to all accidents. The severity of shoulder accidents was high when compared to all accidents. The major contributing factors for this type of accident were alcohol involvement and the driver on the mainline falling asleep. Slippery surface also was listed in a large percentage of these accidents. This was especially related to snow and ice conditions.

The largest number of shoulder accidents occurred on Interstate 75 (I 75), especially in the high volume section in northern Kentucky in Kenton County.

An observational survey of shoulder vehicles representing what a driver would observe while driving from one point to another on an interstate or parkway was conducted. The data included over 8,000 miles of travel. It indicated that a driver would pass (in his direction of travel) an average of about one vehicle on the shoulder every eight miles on an interstate and every 17 miles on a parkway. The number of vehicles encountered was similar during day and night conditions. The most common vehicle noted was an automobile with the percentage of tractor trailers observed very similar to the percentage found in the accident data. The highest percentage of stops was classified as related to leisure (35.3 percent); the percentage of stops classified as emergency was substantially less (19.7 percent). The most frequent comment noted was that the vehicle was abandoned (31.3 percent).

Observational surveys were also conducted while travelling in a circular route such that almost all stops would be observed. It was determined that the highest percentage of stops was over one hour in length. These stops would be the emergency stops and the longer leisure stops typically when a driver was sleeping. The percentage of stops by tractor trailers, especially at night, was high.

RECOMMENDATIONS

While the number of shoulder-related accidents did not represent a high percentage of accidents on interstates and parkways, the severity of the accidents (11.1 percent of all fatal accidents) shows that a problem exists which should be addressed. The types of countermeasures recommended for consideration include: 1) placement of regulatory signs restricting shoulder parking to emergencies only in areas of high frequency stops (near rest areas and interchanges), 2) encourage police to investigate every vehicle observed stopped on the shoulder, 3) encourage towing of all abandoned vehicles, 4) increase public awareness that abandoned vehicles will be towed if left on the shoulder, 5) increase public awareness of the hazards associated with parking a vehicle on the shoulder, 6) construction of additional rest areas, 7) installation of motorist emergency telephones, and 8) provide a standard design for shoulders to include a section of indentations near the roadway edge to give an audible warning to the driver that the vehicle is off the roadway.

TABLE 1. NUMBER OF ACCIDENTS INVOLVING A VEHICLE ON THE SHOULDER
(INTERSTATES AND PARKWAYS)

TYPE OF ACCIDENT	1985	1986	1987	TOTAL
Vehicle Stopped on Shoulder	112	91	97	300
Vehicle Pulling from Shoulder	21	20	17	58
Vehicle Pulling onto Shoulder	9	3	5	17
Motorist Outside Vehicle	4	3	7	14
Secondary Accident	8	9	7	24
Vehicle Moving on Shoulder	8	0	3	11
All	162	126	136	424

TABLE 2. SEVERITY OF ACCIDENTS INVOLVING A VEHICLE ON THE SHOULDER
(1985-1987 ON INTERSTATES AND PARKWAYS)

	SEVERITY			
TYPE OF ACCIDENT	FATAL	INJURY	PDO*	TOTAL
Vehicle Stopped on Shoulder	18	111	171	300
Vehicle Pulling From Shoulder	1	21	36	58
Vehicle Pulling onto Shoulder	0	5	12	17
Motorist Outside Vehicle	3	11	0	14
Secondary Accident	0	7	17	24
Vehicle Moving on Shoulder	0	0	11	11
ALL	22	155	247	424

*Property-damage-only accident.

TABLE 3. REASON FOR STOPPING (ACCIDENT DATA)

		PERCENT	
REASON	NUMBER	ALL	EXCLUDING UNKNOWN
Emergency	224	52.8	83.9
Leisure	34	8.0	12.7
Work	9	2.1	3.4
Unknown	157	37.0	DNA

TABLE 4. EXPLANATION FOR STOPPING (ACCIDENT DATA)

EXPLANATION	NUMBER
Mechanical Problem	72
Other Accident	34
Abandoned Vehicle	25
Police Vehicle	20
Tire Problem	19
Bad Weather	18
Assist Other Driver	12
Parked at Ramp	12
Work Vehicle	8
Rest	7
Sleeping	6
Pickup Item that Fell from Vehicle	6
Passing in Emergency Lane	5
Changing Drivers	5
Looking at Map	4
Out of Gas	4
Missed Exit	4
Making U-turn	4
Check on Vehicle	4
Restroom	3

TABLE 5. CHARACTERISTICS OF ACCIDENTS INVOLVING A VEHICLE ON THE SHOULDER (1985-1987 ON INTERSTATES AND PARKWAYS)

VARIABLE	CATEGORY	NUMBER	PERCENT	PERCENTAGE STATEWIDE (1986)
Type Vehicle on Shoulder	Automobile	273	64.4	93.0
	Single-Unit Truck	25	5.9	3.1
	Tractor Trailer	105	24.8	2.0
	Other	20	4.7	1.9
Type Vehicle on Mainline	Automobile	314	74.1	93.0
	Single-Unit Truck	18	4.2	3.1
	Tractor Trailer	88	20.8	2.0
	Other	45	10.6	1.9
Light Condition	Daylight	204	48.1	70.9
	Dawn	14	3.3	1.2
	Dusk	8	1.9	2.5
	Darkness-Lighted	47	11.1	13.2
	Darkness-Not Lighted	151	35.6	12.1
Time	0:01 am - 3:00 am	60	14.2	4.9
	3:01 am - 6:00 am	48	11.3	2.5
	6:01 am - 9:00 am	69	16.3	10.0
	9:01 am - Noon	47	11.1	14.5
	12:01 pm - 3:00 pm	50	11.8	20.1
	3:01 pm - 6:00 pm	55	13.0	24.8
	6:01 pm - 9:00 pm	50	11.8	13.9
	9:01 pm - Midnight	44	10.4	9.2
Severity	Fatal	22	5.2	0.5
	Injury	155	36.6	22.1
	Property Damage Only	247	58.3	77.4
Human Contributing Factors	Unsafe Speed	42	9.9	7.3
	Fail to Yield ROW	34	8.0	16.7
	Alcohol Involvement	56	13.2	5.7
	Drug Involvement	6	1.4	0.2
	Fell Asleep	46	10.8	1.0
	Lost Conciousness	6	1.4	0.2
Vehicular Contributing Factors	Tire Failure	3	0.7	0.9
	Steering Failure	2	0.5	0.4
Environmental Contributing Factors	Slippery Surface	62	14.6	7.6
	Inproperly Parked Vehicle	13	3.1	0.4
Road Surface Condition	Dry	292	68.9	78.0
	Wet	58	13.7	18.8
	Snow-Ice	74	17.5	3.0
Month	January	54	12.7	7.0
	February	46	10.8	7.5
	March	30	7.1	7.6
	April	29	6.8	8.1
	May	34	8.0	8.9
	June	36	8.5	8.4
	July	33	7.8	8.6
	August	32	7.5	8.6
	September	29	6.8	8.0
	October	32	7.5	9.2
	November	33	7.8	8.9
	December	35	8.3	9.2
Roadway Character	Straight-Level	228	54.0	63.7
	Straight-Grade	138	32.5	17.5
	Straight-Hillcrest	11	2.6	2.8
	Curve-Level	20	4.7	7.4
	Curve-Grade	25	5.9	7.6
	Curve-Hillcrest	2	0.5	1.2

TABLE 6. NUMBER OF ACCIDENTS BY HIGHWAY

HIGHWAY	NUMBER OF ACCIDENTS
I 75	137
I 65	79
I 64	77
I 71	34
I 24	21
I 275	19
I 264	17
Western Ky Parkway	10
Pennyrile Parkway	9
Bluegrass Parkway	5
I 471	3
Green River Parkway	3
Purchase Parkway	3
I 265	2
Cumberland Parkway	2
Daniel Boone Parkway	2
Audubon Parkway	1

TABLE 7. HIGHEST NUMBER OF ACCIDENTS BY HIGHWAY AND COUNTY

HIGHWAY	COUNTY	NUMBER OF ACCIDENTS
I 75	Kenton	41
I 75	Boone	19
I 75	Madison	17
I 65	Hardin	16
I 65	Bullitt	14
I 75	Grant	14
I 64	Jefferson	13
I 71	Jefferson	13
I 75	Fayette	12
I 75	Laurel	10
I 65	Warren	11
I 65	Jefferson	10

TABLE 8. LOCATIONS HAVING FOUR OR MORE ACCIDENTS WITHIN A ONE-MILE SECTION

	MILEPOINT RANGE	NUMBER OF ACCIDENTS
I 65	73.7-74.7	4
	89.2-90.1	4
	94.8-95.2	4
	118.0-119.0	4
	122.0-122.5	5
	132.2-133.2	4
I 75	28.0-28.9	4
	180.0-180.5	5
	181.1-181.7	4
	183.7-184.7	8
	187.5-188.5	7
	188.6-189.4	5
	190.0-190.9	7

TABLE 9. DRIVER CHARACTERISTICS (ACCIDENT DATA)

VARIABLE	CATEGORY	PERCENT	PERCENTAGE STATEWIDE (1986)
Age	16-19	7.0	15.1
	20-24	14.8	17.9
	25-34	31.7	26.3
	35-44	21.0	16.4
	45-54	11.7	9.4
	55 or above	13.9	14.9
Sex	Male	78.1	62.7
	Female	21.9	37.3

TABLE 10. VEHICLES STOPPED PER MILE

CATEGORY	VARIABLE	LENGTH SURVEYED	VEHICLES STOPPED DIRECTION TOTAL	VEHICLES STOPPED DIRECTION TRAVEL	VEHICLES STOPPED/MILE DIRECTION TOTAL	VEHICLES STOPPED/MILE DIRECTION TRAVEL
Route	I 75	1016.9	212	124	.21	.12
	I 275	13.8	5	3	.36	.22
	I 64	1576.4	272	170	.17	.11
	I 264	88.0	20	14	.23	.16
	I 65	833.0	194	100	.23	.12
	I 265	175.3	47	22	.27	.13
	I 24	279.0	41	26	.15	.09
	I 71	77.0	16	10	.21	.13
	Bluegrass Pkwy	1567.8	186	106	.12	.07
	Western Ky Pkwy	1523.3	171	78	.11	.05
	Mountain Pkwy	477.3	88	39	.18	.06
	Green River Pkwy	139.0	13	9	.09	.06
	Audubon Pkwy	47.0	1	1	.02	.02
	Pennyrile Pkwy	155.0	6	5	.04	.03
	Purchase Pkwy	211.4	22	15	.10	.07
	Daniel Boone Pkwy	57.0	24	5	.42	.09
	Cumberland Pkwy	178.0	21	16	.12	.09
Light Condition	Daylight	6151.3	1030	560	.17	.09
	Darkness	2218.3	307	181	.14	.08
Day	Sunday	747.5	84	45	.11	.06
	Monday	500.1	52	27	.10	.05
	Tuesday	2571.2	471	259	.18	.10
	Wednesday	1747.5	321	170	.18	.10
	Thursday	1496.1	249	150	.17	.10
	Friday	1147.8	141	78	.12	.07
	Saturday	205.0	21	14	.10	.07
Starting Time	Midnight - 4:00 am	775.0	124	64	.16	.08
	4:01 am - 8:00 am	456.5	67	35	.15	.08
	8:01 am - Noon	2896.9	500	272	.17	.09
	Noon - 4:00 pm	2361.3	423	226	.18	.10
	4:01 pm - 8:00 pm	1096.1	129	74	.12	.07
	8:01 pm - Midnight	829.4	96	72	.12	.09
Type Route	Interstate	4059.4	807	469	.20	.12
	Parkway	4355.8	532	274	.12	.06

TABLE 11. SUMMARY OF INDIVIDUAL VEHICLE DATA FROM SURVEY

CATEGORY	VARIABLE	NUMBER	PERCENT
Type of Vehicle	Automobile	1019	65.1
	Single Unit Truck	173	11.1
	Tractor Trailer	353	22.6
	Other	20	1.3
Reason for Stop	Emergency	308	19.7
	Leisure	552	35.3
	Work	214	13.7
	Unknown (Abandoned)	491	31.3
Comment Concerning Vehicle	Abandoned	491	31.4
	DOT Vehicle	182	11.6
	Flashers On	138	8.8
	Driver in Vehicle	126	8.1
	Hood Up/Working on Vehicle	125	8.0
	Stopped Past Toll Plaza/ Rest Area	125	8.0
	Person Beside Vehicle	45	2.9
	Police Giving Ticket	32	2.0
	Giving Assistance	28	1.8
	Pulling onto Road	26	1.7
	Flat Tire	23	1.5
	Adjusting Load on Trailer	23	1.5

TABLE 12. TYPE OF VEHICLE VERSUS REASON FOR STOP SURVEYS

	REASON FOR STOP (PERCENT)			
	EMERGENCY	LEISURE	WORK	UNKNOWN
Automobile	18.7	25.4	12.9	43.0
Single Unit Truck	23.5	28.3	41.1	7.1
Tractor Trailer	12.3	66.7	1.7	19.3

TABLE 13. TYPE OF VEHICLE VERSUS LIGHTING CONDITION SURVEYS

TYPE OF VEHICLE	LIGHTING CONDITION (PERCENT) DAY	NIGHT
Automobile	68.3	55.6
Single Unit Truck	12.0	8.2
Tractor Trailer	18.7	34.1
Other	1.0	2.1

TABLE 14. SUMMARY OF CIRCULAR ROUTE SURVEYS

ROUTE	LENGTH (MILES)	ADT	TIME PERIOD	NUMBER OF VEHICLES STOPPED
Interstate 64 (Milepoint 53-69)	16	20,300	9:50 am - 3:50 pm	21
			11:30 am - 3:30 pm	27
			10:00 pm - 2:00 am	4
Interstate 75 (Milepoint 90-104)	14	30,800	9:05 am - 1:45 pm	24
			11:50 am - 4:00 pm	28
			10:00 pm - 2:00 am	4
Interstate 75 (Milepoint 120-136)	16	23,900	9:50 am - 3:30 pm	41
			12:00 pm - 3:40 pm	31
			10:00 pm - 1:45 am	26

TABLE 15. TYPE OF VEHCILE OBSERVED DURING CIRCULAR ROUTE SURVEYS

VEHICLE TYPE	NUMBER DAY	NIGHT	ALL	PERCENT DAY	NIGHT	ALL
Automobile	105	5	110	61.0	14.7	53.4
Single Unit Truck	22	0	22	12.8	0.0	10.7
Tractor Trailer	35	28	63	20.3	82.4	30.6
Other	10	1	11	5.8	2.9	5.3

TABLE 16. LENGTH OF STOP OBSERVED DURING CIRCULAR ROUTE SURVEYS

LENGTH OF STOP	NUMBER DAY	NIGHT	ALL	PERCENT DAY	NIGHT	ALL
Under 20 minutes	35	5	40	20.3	14.7	19.4
20 - 60 minutes	48	18	58	27.9	29.4	28.2
Over 60 minutes	89	19	108	51.9	55.9	52.4